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A LINGUISTIC REACTION

Peremysl has fallen. It had a glorious but fleeting existence of only a few weeks, while it was in Russian hands and spelled in Russian fashion. As soon as they got it the Russians, as if to show that they were real reformers and world benefactors, changed the old name from Przemysl to Peremysl, reducing considerably the orthographic and orthoepic horrors. But, alas! the Austrians have retaken it, and there must be reaction to the ancient and unpronounceable pi-line of unfamiliar consonant combinations.

It seems sad, just from the viewpoint of the linguistic humanities. If the outside world must maintain its interest in this war and go on footing a large share of the bills, it ought to have some chance to enjoy itself. But we are back to the discussion whether this pronunciation is to remind us of a particularly intimate fabrication in lingerie, or whether in fact the letters composing the name have anything at all to do with the pronunciation.

When a theoretically pronounceable form was given to the name by ukase from Saint Pet—no, Petrograd—the world was able to realize that war has its compensations. But now military reaction is followed by lexicographic capitulation, and there is renewal of wonder whether this war is going to do the dictionaries any good at all.

BAGGAGE INSURANCE RULE

The law requiring travelers to fix a valuation upon trunks and other baggage is a half-baked piece of legislation worthy of some State legislatures which go in for such measures. In their efforts to protect the public from the supposed machinations of railroads and other corporations it would be wise, at times, for the well-meaning gentlemen on Capitol Hill to find what the public thinks of the matter.

The practice adopted by railroads of limiting their liability for baggage had not been the cause of any complaint. Because of the limitation the railroads charged a lower rate than they otherwise would have done. Those persons, principally commercial travelers, who habitually carried baggage worth more made other provisions for its insurance. Now the average passenger, whose baggage is not worth more than \$100, must take the time and trouble to declare its value, and the salesmen must pay an additional charge to the railroad companies for insurance in addition to that they already are paying.

In addition to the trouble already caused him, the traveler also is exposed to the penalties of law if he makes a deliberate misstatement about the value of the contents of his baggage. Only a small minority of travelers will be benefited by the new arrangement. Far from being at all grateful to Senator Cummins for his zeal in this particular case persons who travel will wish most heartily that he had left well enough alone.

BARGAIN DAY FOR ROMANIA

The Austro-German victory at Przemysl may postpone momentarily Roumania's entry into the war. It will also serve well the bargain-makers at Bucharest. Roumania is ready to fight, and will be able to send nearly a million soldiers into the field. During the past nine months she has spent over ninety million dollars for munitions of war, and is still buying them. She intends to fight, and all the belligerents know it. She wants to fight on the side of the allies, and the powers know that, also. But Roumania will be satisfied with no ordinary compensation.

It is said that Bucharest asks Russia for that part of Bessarabia, nearly four thousand square miles, which was taken from her by the treaty of Berlin, and for a guarantee that she shall retain whatever territory she conquers, desiring especially Bukovina and Transylvania, belonging to Austria-Hungary, the acquisition of which would add some four million Roumanians to her population.

Roumania is in a position to make large demands. She has been Prussianized, and has profited by it. Her army is well trained, that being one of the first things to which Prince Charles of Hohenzollern-Sigmaringen devoted his attention after his election by the Roumanian parliament in 1866. The nation proved its military prowess in the Russo-Turkish war of 1877, assisting the Czar to win Plevna after the Russians had been thrice repulsed.

Roumania has a valid argument in

the fact that Germany and Austria-Hungary are her best customers. To lose their trade would be no light matter. There is a risk, too, regarding the sulky Bulgaria, which still smartens under the loss of a part of her spoils won in the war with Turkey. There is as yet no certainty that Sofia has been appeased.

Another question of vital concern to Roumania is the disposition of Constantinople and the Dardanelles in the event of their capture by the allies. Roumania's outlet is on the Black Sea, and without special concessions she would not desire to see Constantinople and the straits controlled exclusively by Russia.

A CRISIS IN THE GREAT WAR

Not because the city itself is of such military significance, but because its recapture seems to mark something like a collapse of Russian power, the restoration of the Austrian flag at Przemysl is an event of large consequence. It suggests the appropriateness of a survey of the war's developments and its series of complete surprises from the beginning.

When Germany last August crashed over the Belgian border it was the common belief that her legions would be before or in Paris within six weeks. They would have been there, in all probability, but for the magnificent defense that the Belgians made, gaining time for the mobilization of the French army and the transport of a small British force to the Continent.

On August 5 the best military opinion was that Germany would go to Paris. That she would be defeated soundly in the open field at the Marne would have been beyond belief. If it could have been foreseen at that time that the defeat of the Marne would occur, and that ten months of war would see Paris comparatively safe, and two million British soldiers under arms, there would have been almost complete confidence that the war was to end within the year.

Nobody believed Paris would be saved; nobody believed England would furnish two million soldiers. If, again, it had been possible to guess, ten months ago, that Italy would come into the war, armed cap-a-pie, on the allies' side, it would have seemed certain that they must win.

Add to all this the surprise that Serbia provided, by her splendid valor and magnificent strategy, in crushing the Austrian legions sent against her, and there could have been no doubt at all.

Go yet farther, and consider how, in August last, the world would have interpreted the assurance that Przemysl was to fall into Russian hands, Galicia to be overrun, the Carpathians passed by a Muscovite horde—summing all these things together, could there have been any doubt that, by this early June, the war's end would be in sight?

Add to this total of achievements for the allies, the assurance that German commerce would quickly be driven off the seas and Germany shut up, dependent on its own resources—and what would the verdict have been?

All these things have happened; and yet they have not brought the war's end. They have not broken down the power of Germany. They have not left a mile of German soil in possession of Germany's enemies. They have been answered by the wonderful German military machine pulling itself together, and demonstrating a staying power that today suggests the very thing nobody could have believed in August: the possibility that Germany may be the power that will at length wear down its foes until it will win because of having the better wind.

Today, despite all the unexpected things that have happened to their disadvantage, the Germans hold most of Belgium and a halfscore departments in France. They have dug into the earth until they seem supremely confident that they cannot be dislodged. With a contemptuous disregard of Britain's two millions, they weaken their western lines in order to make the Galician drive, and are able to crush Russia while France and England accomplish nothing worth while in the west.

Przemysl seems to have fallen because the Russians had not sufficient ammunition to hold it. The Germans were able to rain shells upon the city's defenses as if the last thing for a German commander to think of was the possibility of a shortage. Their supplies were not only ready to use, but where they were needed.

Russia's figure in the war must be measured, it is now fully realized, by the measure of her economic power. She has yet millions of men; but men without equipment are worse than useless. She is well-nigh shut off from the world, save for Archangel and Vladivostok-trans-Siberian route. It is not apparent how she is to be provided with the munitions that she must have if anything like the potential power of her human resources is to be turned to effective military account. Every source of supplies the world

over that can be commandeered for the cause of the allies is serving them to the limit; in Japan, sending its output to Russia; in Canada and the United States, sending their product to France and England; in England, France, Italy, Australia—everywhere that industry can be enlisted, it is working for the enemies of Germany and Austria.

Yet, facing a world in arms, the tight empire go about their business of hurling back one enemy after another, inflicting fearful losses, and, of course, sustaining commensurate ones in return. Today there is a spirit of pessimism in England, due to the increasing impression that England has not done all that she should have done, and that exhaustion of the enemy is going to be a process so slow that exhaustion may come the other way around. Lloyd-George appeals to the workmen of Britain that the empire's destiny is with them; if they will not produce the munitions that are needed, the end may be disaster. England has done some things magnificently; but she has shown the lack of organization and co-ordination that is now being realized so keenly. France has carried the great burden of the fighting in the west; carried it without complaint; but lately with some evidences of resentment that her ally does not do more.

It is going to be a summer of tremendous events. Germany has crushed Russia, and now may be expected to turn against Italy; for there is no apparent military reason to bring back the great eastern armies to the Franco-Belgian line. A deadlock has been established there, and the Franco-Belgian authorities do not seem quite to have realized it. They are pouring their forces into that impossible theater of operations, while the Berlin staff deserts it and turns attention to more promising fields of operations.

Suppose that the same tactics that have driven Russia back, shall now be equally successful against Italy? Suppose that Roumania, hesitant, shall play politics and keep out of the conflict? Suppose Italy shall go down before the combined assaults of Austria and Germany as Russia has done? And after that, imagine the solid power of the Teutonic allies hurled against that line across France and Belgium, determined to finish the work with one huge stroke?

This is plainly enough the general scheme of the Berlin war office; there can hardly be another, unless it shall be varied by letting Italy wait until after the big smash at the west. The point is that, with the war now almost a year old, the German powers are demonstrating an utter disregard for prophecies of military or economic exhaustion; they are winning victories. It has never been so manifest as it is today, that the war has a very long way to go before either side shall be a victor; that its horrors may be projected into years of the future; that the area of conflict, the number of combatants, may yet be widely extended. It is a time meet for grave contemplation of all these factors.

THE STEEL TRUST DECISION

There are three things of outstanding importance in the "Steel trust" decision by the United States district court of New Jersey.

The first, of course, is that on the facts submitted by the Government the plea of the Department of Justice to restrain the company from continuing its business acts and its corporate existence is denied without reservation. The business of the company is declared legal and its procedure—the absorption of the Tennessee Coal and Iron Company and all—proper.

The second is that in giving its decision the court lays down broad principles which must be applicable to all other so-called big business. It may go ahead with the development of the fabulous resources of this country.

The third is that the opinion is so overwhelmingly against the Attorney General, the whole bench of five judges being unanimous, that the Attorney General may never take the case to appeal in the higher courts or, if he does, may never press it. This would breathe new life into the whole productive body of the nation.

By this decision not only is the United States Steel Company adjudged to be existing and acting within the law, but the Sherman anti-trust act is brought into accord with what is the undoubted sentiment today of the American people. The great wisdom of the Sherman law, as conceived and framed, has never been questioned. The evil of the Sherman law, immeasurable in its possibilities, has seemed to be the manner in which political agitators and public officials could interpret and seek to exercise it against all "big business," good and bad.

It is not to be questioned that some ten years ago, when the anti-trust movement was at its full, the public was possessed of the conviction that the salvation of the individual and the integrity of the state lay in the extermination of all indus-

trial agencies big enough to achieve the stupendous works required by modern conditions at home and strong enough to face the powerful competition abroad.

Legislative and administrative leaders, playing politics with that popular sentiment, did not hesitate to aim at the dissolution of all great combinations of economic and commercial forces, the suppression of all successful, and in this age essential, effort of wide scope and powerful energy. In its last analysis this could mean nothing more and nothing less than a return to the days of the early stage coach, the conditions of undeveloped and unused resources, the impotent methods of primitive man.

Now the resolve of the American people that complicated economic elements and consolidated industrial units shall be regulated beyond the opportunity and capacity for abuse of individual rights is unabated. But the popular clamor for the locking of the effective wheels of industry is hushed, for there is no man of normal vision that does not see, after our recent economic and financial experiences, what this means in the way of forfeited or limited remuneration of wage-earners, measured by modern standards, and sacrificed bread and butter of their family.

And the demagogues, only the other day inciting the people to destroy at worst and hamper at best the productive capacity of the nation, rather than to direct and govern it as it can be and will be directed and governed, are vanished; for that tribe can blow as cold as it can blow hot.

So now, with this decision of the United States district court, industry is at last unshackled, business is free to take up its enterprise again and the American people shall resume their old road to prosperity.

Speaking of military strategy, the most elaborate spy system of hostile nations would fail to discover our reserve army.

Seems impossible to ascertain whether the lady who leaped into the Passaic river perished from drowning or typhoid.

Latest aria in millinery is the "pill-box" hat. When presented with the bill, hubby acts as if the pills were quinine.

Evidently Governor Whitman has the highest regard for the legal efforts of District Attorney Whitman.

CHURCH DIFFERENCES
DELAY MARRIAGE

Former Capital Girl Weds After Romance Begun in Flight From War Zone.

NEW YORK, June 4.—When Cuthbert Mortimer Wilmerding, son of an old New York family, and Miss Josephine Lewis Peet, daughter of George H. L. Peet, of Washington, tried to get married they experienced difficulties.

They moved in from Great Neck with Mrs. Charles Hudson Pope, an aunt of Miss Peet, in the morning, to the Manhattan marriage license bureau. After the license was obtained Miss Peet appealed to City Clerk Scully.

"I wish you see if an Catholic and Mortimer is a Protestant. What shall we do to overcome this obstacle?"

Scully took them to St. Andrew's Roman Catholic Church. There they were told they could not be married, as they were not of this diocese, and, besides, a dispensation must be obtained before the ceremony could be performed by a Catholic priest. They were sent to the chancellor of the diocese at the archiepiscopal residence, where the obstacle was overcome.

The tired, happy pair were directed to St. Stephen's Catholic Church, where they were married in the rectory by Father Sinnott, in the presence of Mrs. Pope and two other witnesses.

Wilmerding, who is twenty-six, is the son of Louis Earle Wilmerding, formerly of this city, now of London. His mother was formerly Miss Sadie Shenck, a wealthy heiress, of this city.

Met In October.

Wilmerding met Miss Peet last October when they were refugees in Havre. He gave his statement on the steamship Rochambeau to her. Ever since the first meeting at the steamship office Mr. Wilmerding had been a constant suitor for Miss Peet's hand, but the fact that he was of another faith was a great handicap.

Miss Peet feared parental objection, and it was not until yesterday that she agreed to marry, upon condition that the wedding take place at once. When asked if they were eloping, Mr. Wilmerding replied: "No, it is an elopement. We are going to get married before any one can object."

Miss Peet is twenty years old and pretty. She has lived with her father, a retired banker, Mr. and Mrs. Wilmerding, who returned to New York to live after a wedding trip to White Sulphur Springs.

Congress This Summer

Predicted by Cummins

SEATTLE, June 4.—Senator Cummins of Iowa today predicted President Wilson would call a special session of Congress by September. He added:

"The people do not want war, but they do want the rights of individual nations shall be observed; and if they are not, they believe measures should be taken to make their protest effective. They are meant of doing this without going to war."

Man Events Arranged For Washington Today

Meetings and Entertainments to Be Held in Every Section of City by Various Societies.

Today.

Grand Yahrmarkt and bazaar, for benefit of German widows and orphans, under auspices of Ladies' Auxiliary German War Relief Fund, Saengerbund Hall, 514 C street northwest, 2:30 p. m.
George Washington University commencement events—Girls' Glee Club supper, Sigma Chi smoker, initiation banquet of the Phi Kappa Honor Society, Phi Mu Alumnae luncheon, Meeting, men interested in charities, home of Dr. George W. Sever, 600 Seventh street northwest, 2:30 p. m.
Department of Public Welfare, U. S. Immigration Convention, U. S. Columbia road and Sixteenth street northwest, 10 a. m.
Celebration, anniversary of Kentucky's admission as a State, New Exhibit, 8 p. m.
Concert, Smithsonian grounds, by United States Engineers Band, 7:30 o'clock
Masonic—Hiram, No. 10, School of Instruction, Martha, No. 4; Ascension, No. 20; Eastern Star, No. 12, 700 C street
Knights of Pythias—Syracusan, No. 10; Rathbone Temple, No. 8, Fifth St. N. E.
Odd Fellows—Central, No. 1; Phoenix, No. 2; Metropolitan, No. 16; Magnesian, No. 4, 25th street
By the "Red" and "Blue" Bands
Modern Woodmen of America—Lincoln Camp, No. 1240; Washington Camp, No. 1140; Central Camp, No. 1605.

STABLE RESERVIST, ACQUAINTANCES SAY

Author of Lusitania Affidavit Reported to Be Close to German Consulate in N. Y.

NEW YORK, June 4.—Custave Stahle, who submitted an affidavit to the State Department through the German ambassador, Count von Bernstorff, in support of the German contention that the Lusitania was armed when she was torpedoed, is closely connected with the German consulate in this city and has indicated in conversations that he is a German navy reservist, according to acquaintances in the furnished room house in which he lives at 20 Leroy street.
Stahle, in his affidavit, swears he saw four "run" or "twelve" centimeters on the decks of the Lusitania before she sailed. He claims he went aboard to visit A. Leitch, a first class stowaway, and reported to a German agent named Josephine Weir and a man named Griese claimed they heard Leitch say he was afraid, as the Lusitania carried guns.
The offices of the Cunard line are an examination of the list of the crew and other employees on board the Lusitania showed the name of A. Leitch, or any name resembling it, does not appear.

Line Brands Affidavits.

"Furthermore," said an official of the line, "a man with a name like that would not have been taken as one of the crew without careful investigation. These affidavits are absolute falsehoods. No stowaway was allowed to have a stowaway aboard the ship. It was never left unguarded for a moment, and no one would have wandered about as this man says he did."

"There was a force of special police on duty all the time, and only those with tickets were allowed on board. Captain B. B. Roberts, who is an American citizen, was on duty all the time the Lusitania was in port, and he has made affidavits that there were no guns aboard. The Lusitania was absolutely unarmed."

Room Always Occupied.

His room is never unoccupied, however, for a man who appears to be under his orders remains there. Many of the letters and telegrams to be sent aboard the ship, it was never left unguarded for a moment, and no one would have wandered about as this man says he did."

Two women who arrived at the boarding house at the same time as Stahle and his companion and who have been identified by the German consul as Josephine and Margaret Morrison. Dispatches from Washington refer to the affidavits of A. Leitch, Weir, Morrison and a "boon" house keeper. Josephine Morrison would not admit she made the affidavit. She said Stahle had held her for a fortnight in the rooming house of the North German Lloyd ships, now laid up in Hoboken.

"The woman has been in the employ of the German consul," she said, "and I think he goes to the consulate every morning. From a talk I had with him I think he is a non-committal officer, a reservist in the German navy. He dresses well and he always has plenty of money. He and his companion have been very reticent."

Man of Mystery.

The "Man of Mystery," Stahle's roommate, a young German, was found in a saloon, and told what he knew of his weeks-long friend. He said: "Stahle came here from Hoboken several days ago. I don't remember how long. He came at the request of Carl Hardenburg, an agent of the German government, who wanted some information. The agent had been given money by his government as expenses to perform some diplomatic mission."

"Stahle was entertained a great deal and finally was taken to the office of the German consul, where he gave certain information. I believe the affidavit telling about the guns on the Lusitania was part of this information."

"Stahle does not work for the German consul, as has been stated. I cannot tell where he works. As to my name, I do not think that by any means."

This history was corroborated somewhat by Daniel Jenny, of 30 Leroy street, who said he met Stahle about two months ago in Hoboken.

Unknown At Consulate.

The office of the German consul insisted that they had never employed Stahle in any capacity and did not know him. It was explained that the consul did not handle anything but commercial business, and that, as the Stahle affidavit came under the head of politics, it was probably in the hands of the German state department.

This brought the matter into the hands of Captain Boy-Ed, attached to the German embassy in Washington, who is said to be in charge of Germany's secret service in this country.

Coincident with the disclosure of Gustave Stahle to appear and tell under what conditions he made the affidavit submitted to the State Department by the German government, also was discovered two guns mounted on the Lusitania shortly before it sailed, was the positive information obtained from an official of a foreign government that Dudley Field Malone, collector of the

MAIL BAG
(From The Times' Readers.)

Communications to the Mail Bag must be written on one side of the paper only; must not exceed 200 words in length, and must be signed with name and address of sender. The publication of letters in The Times' Mail Bag does not mean the endorsement by the Times of the opinions of the writer. The Mail Bag is an open forum, where the citizens of Washington can argue most questions.

Why Were Not the Flags At Half-Staff?

To the Editor of THE TIMES:
Your editorial of noon edition today relative to "The Flag" is timely and your statements therein made are correct, but what would you say when I tell you that the Terminal Company at the Union Station refused, or failed, to half-staff either of the three beautiful flags at all, either Sunday or Monday, of the ex-soldiers who are assisting the Terminal Company in uncompensated terms, and will likely call public attention to it?
Washington, June 2.
W. H. WOODWARD.

Advocates Crossing Streets In Middle of the Block.

To the Editor of THE TIMES:
Your editorial on the "Jay Walkers" is an excellent one. The writer is a business woman who is compelled to be on the streets at all hours. In crossing the street the middle of the block is the safest for man, woman, or child. Take the intersections at crossings where you are compelled to watch all sides, forward and aft, diagonally, in every conceivable direction you can twist your head and eyes, north and south, east and west, and before you are aware a car is right on you giving you barely a half's breadth to escape in, without deigning a signal or warning.

Your nerves are on a continual strain in trying to cross a street in these days. It is not a matter of decide to take the middle of the block, there is some assurance of safety, and you are not so far from your left as you near the center of the street and to your right as you draw to the curb. Notwithstanding the speed of the motor cars, it is at a pace and manner that implies they care little whether they run over you or not.

"If you signal, and when they do they are almost upon you. It is true there are a few conscientious drivers, and one is always filled with gratitude toward them.

No, on the contrary, make it a law to compel a pedestrian to cross the middle of the block and there will be some assurance of safety, especially to the feeble and to children. Motorists have no right to all rights; the pedestrian has none. It is the pedestrian that has always to give way or step aside for a motorist, and not vice versa.

I read every issue of The Times, noon, home edition, and 5:30, every day, and I am sure that there is no good, fraught with common sense, but you miss it when you advocate against taking the middle of the block for safety in crossing the streets today.

Washington, June 2.
READPAC.

Says Excuses of Germany Seem To Show Unsincerity.

To the Editor of THE TIMES:
What strikes me as the weakest part of the German attempts to excuse the Lusitania affair is her claim that the Lusitania was an armed vessel, and that they had sufficient foreknowledge of the fact before the ship sailed from New York.

International law does not allow a ship to be armed and set sail from a neutral port. The Canadian soldiers must have boarded the ship at New York, and the Canadian soldiers must have boarded the ship at New York, and the Canadian soldiers must have boarded the ship at New York.

In Memoriam, Is It Sincere?

To the Editor of THE TIMES:
Do we intend to honor the dead with our memorial services?

Continuously this thought thrust itself into the consciousness of an eyewitness at the unveiling of the Maine monument.

If, indeed, it is our intention to pay homage to the brave men who lost their lives in the Maine, then, why was not either the only sister, the first cousin and girl child of Lieut. William Jenkins, or his little daughter, called to give the eulogy, which his name, as ranking officer, has first place? It seems as if it would have been a nice compliment to this hero to have so honored some one of these three who were so dear to him in life.

If, indeed, "all around us, though unseen, the dead are ever with us," then, surely, the glory of this so appropriate monument must have been dimmed in the sight of this "one dear immortal spirit." How our family was not even accorded front seats at this ceremony—a courtesy which is shown to most obscure at the most ordinary funeral.

Perhaps, indeed, "the dead look on with larger other eyes than ours," but one can't feel that some one of these have been on this bright Memorial Day some bitterness in the heart of "Friend W." as the men so affectionately called Lieutenant Jenkins.

One can't help wonder if "Friend W." witnessed this ceremony, did it hold to him the full measure of honor due to the officer who lost his life because he went back to save the ship's papers.

Washington, June 2.
R. S. A.

Officials Cited to Show Cause for Holding Land

Secretary of the Interior Lane and Clay Talmage, Commissioner of the General Land Office, must appear in the District Supreme Court June 18 and show cause why the title to certain lands should not rest in the Central Pacific Railway Company.

The rule to show cause was issued yesterday by Justice McCoy on the prayer of Attorney A. A. Hochlink. The petition recites that by an act of Congress certain land grants were made to the assignors of the Central Pacific in aid of the Panama-Pacific Exposition.

"Views at Random," as given in Sunset, are illuminating both to those who cannot attend the convention and those who expect to go later. George Patullo, Gertrude Xavier, Worth Ryder, and Will Bishop have contributed four stirring fiction stories.

John D., Jr., and Morgan See Coal Lands Together

LEXINGTON, Ky., June 4.—Dispatches from Pikeville, Ky., say that J. Pierpont Morgan and John D. Rockefeller are said to be making the visit to inspect coal lands in which they are interested.

G. A. R. Picnic Postponed.

Because of the cool weather the picnic of Burnside Post, No. 8, G. A. R., scheduled for a Friday afternoon, was postponed until June 15.